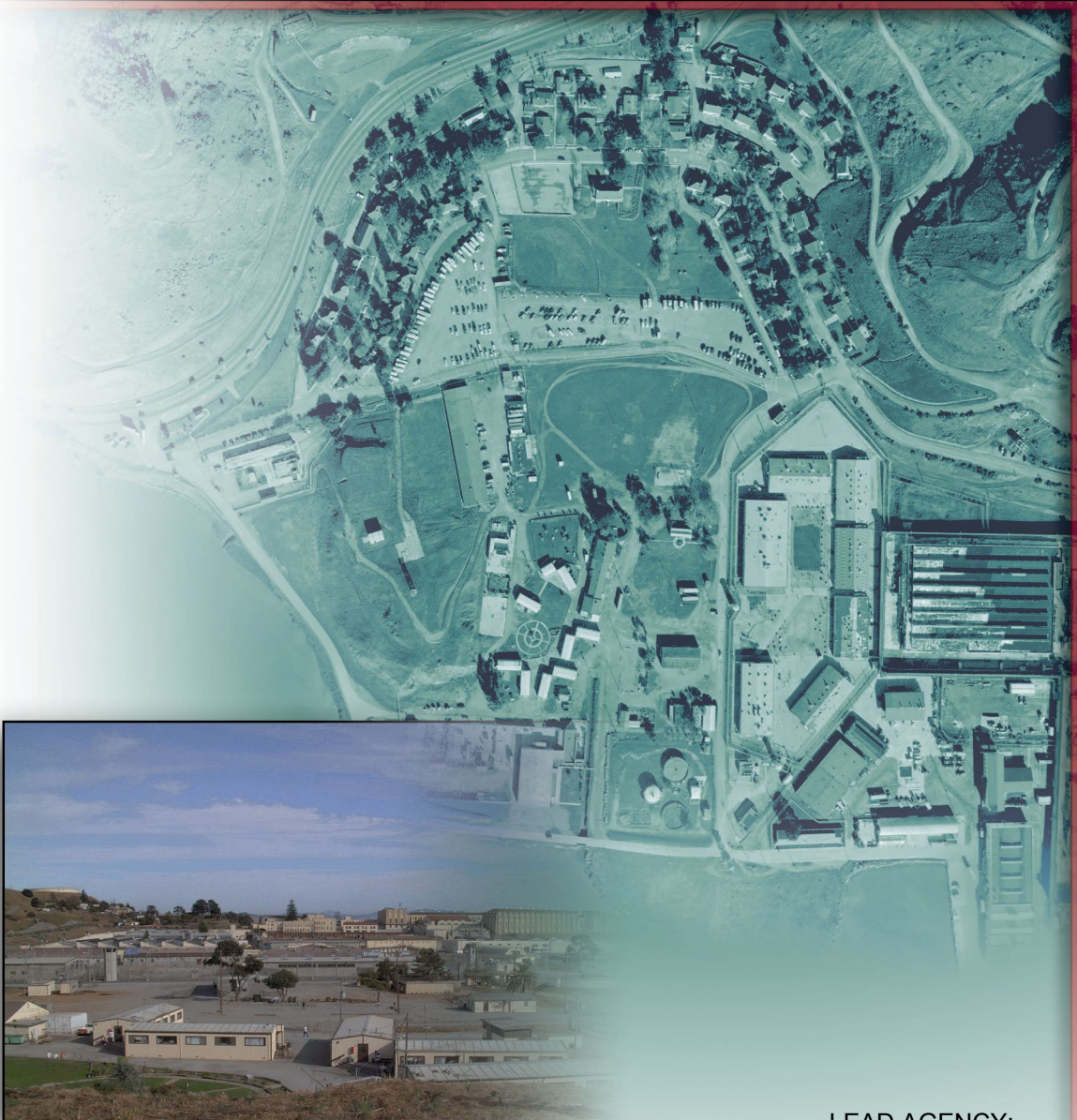


ADDENDUM TO THE  
ENVIRONMENTAL IMPACT REPORT

# San Quentin State Prison Condemned Inmate Complex Project

State Clearinghouse Number 2003122003



LEAD AGENCY:

**CALIFORNIA DEPARTMENT OF CORRECTIONS  
AND REHABILITATION**

April 2007

**EDAW**

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ENVIRONMENTAL IMPACT REPORT**

# **San Quentin State Prison Condemned Inmate Complex Project**

State Clearinghouse Number 2003122003

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# TABLE OF CONTENTS

Section	Page
<b>1 Introduction .....</b>	<b>1-1</b>
1.1 Background and Action Triggering the Addendum .....	1-1
1.2 CEQA Guidelines Regarding the Addendum to the SEIR .....	1-2
<b>2 Project Description .....</b>	<b>2-1</b>
2.1 Project Location .....	2-1
2.2 Approved CIC Project .....	2-1
2.3 Proposed CIC Project Modification .....	2-6
<b>3 Affected Environment, Environmental Consequences, and Mitigation Measures.....</b>	<b>3-1</b>
3.1 Approach to Environmental Analysis .....	3-1
Visual Resources .....	3-2
Air Quality.....	3-8
Biological Resources .....	3-10
Land Use and Planning.....	3-13
Cultural Resources .....	3-14
Earth Resources .....	3-15
Hazards and Hazardous Materials .....	3-17
Hydrology and Water Quality .....	3-19
Noise.....	3-21
Employment, Population, and Housing.....	3-23
Public Services and Utilities.....	3-25
Transportation .....	3-29
3.2 Other Considerations.....	3-30
<b>4 List of Preparers .....</b>	<b>4-1</b>

## Attachment

Letter from the Office of Historic Preservation

## Exhibits

2-1	Regional Location .....	2-2
2-2	Project Location Map .....	2-3
2-3	Proposed Condemned Inmate Complex – Stacked Option .....	2-4
2-4	Aerial Photograph of Project Facilities .....	2-5
2-5	Proposed CIC Site Plan .....	2-7
2-6	Proposed Warehouse/Support Facilities.....	2-8
3-1	Buildings 53 and 54.....	3-4
3-2	Warehouse/Support Facilities from Larkspur Ferry .....	3-5

3-3	Warehouse/Support Facilities from Larkspur Ferry View 2 .....	3-6
3-4	Warehouse/Support Facilities from Larkspur Ferry View 3 .....	3-7

## Tables

1-1	Proposed Staff Changes With Modified CIC .....	1-1
2-1	Size and Buildings Involved in the CIC Project Modification .....	2-7

# 1 INTRODUCTION

## 1.1 BACKGROUND AND ACTION TRIGGERING THE ADDENDUM

In May 2005, the California Department of Corrections and Rehabilitation (CDCR) certified the Environmental Impact Report (EIR) for the Condemned Inmate Complex at San Quentin State Prison Project (the CIC project), and approved the project.

The approved CIC project includes a maximum of 1,408 beds for condemned inmates on a 40-acre site within the grounds of the existing SQSP site. The beds are included within four housing units, and the facility will be surrounded by a lethal electrified fence. The project also includes conversion of an existing medium security (Level 2) facility, known as the H-Unit, to warehouse uses, resulting in the elimination of 800 existing Level 2 beds. The CIC project will employ a total of 648 staff when operated at “worst-case” overcrowding (complete use of the 1,408 beds). Conversion of the H-Unit will result in elimination of 159 staff positions. Net new employment will be 489.

Following approval of the CIC project, CDCR received new cost estimates to construct the CIC. Due to the passage of time and several dynamic factors that resulted in increased construction costs (competition for materials from major construction in China, materials needed for Hurricane Katrina rebuild, etc.), the total costs for construction of the CIC increased to the point where the scope of the project required reconsideration. As a result, CDCR has proposed reducing the size of the CIC by eliminating one housing unit and 256 beds, bringing the maximum inmate total to 1,152. Elimination of the one housing unit would reduce staff by 143 to 505 (648-143).

In addition to the cost factors, CDCR has been addressing various alternatives to handle increased inmate loads throughout its statewide prison system. As one consideration, CDCR decided to retain the H-Unit for inmate housing (it will continue to house the same numbers of Level 2 inmates). Instead, warehouse and other support uses are proposed to be constructed in a different location on SQSP, where a number of buildings are already located. Two buildings would be demolished in the location where the new warehouse and other support buildings would be constructed.

As stated above, total staffing at the CIC would be reduced from 648 to 505. Because the H-Unit would be retained, there would no longer be the need to eliminate the 159 staff positions. The net new employment would be 505, 16 more than the approved CIC, as shown in Table 1-1.

<b>Table 1-1 Proposed Staff Changes With Modified CIC</b>			
<b>Facility</b>	<b>Projected Staffing in EIR Volume II</b>	<b>Projected Staffing: Modified CIC</b>	<b>Difference between Modified CIC and Approved CIC</b>
Condemned Inmate Complex	648	505	143 fewer staff positions
H-Unit	(159) from conversion of H-Unit	0 (no change from current conditions; H-Unit will continue to operate)	159 more positions*
Total	489	505	16 more positions
Note: * This does not represent an addition of 159 positions; rather, H-Unit will not be converted so the positions that would have been eliminated no longer will be eliminated. Source: CDCR 2007			

The revised CIC project is substantially similar to the CIC proposal already approved by CDCR. However, the CDCR, as lead agency for the project under the California Environmental Quality Act (CEQA), believes that the

proposals differ sufficiently to result in minor modifications and clarifications to the certified EIR. CDCR has determined that, in accordance with Section 15164 of the State CEQA Guidelines, the preparation of this addendum to the CIC EIR is warranted.

## **1.2 CEQA GUIDELINES REGARDING THE ADDENDUM TO THE SEIR**

If, after certification of an EIR, altered conditions, changes, or additions to a project occur, CEQA provides three mechanisms to address these changes: a subsequent EIR (SEIR), a supplement to an EIR, and an addendum to an EIR.

Section 15162 of the State CEQA Guidelines describes the conditions under which an SEIR would be prepared. In summary, when an EIR has been certified for a project, no SEIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project that will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effect.
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
  - (A) The project would have one or more significant effects not discussed in the previous EIR.
  - (B) Significant effects previously examined would be substantially more severe than shown in the previous EIR.
  - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives.
  - (D) Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15163 of the State CEQA Guidelines states that a lead agency may choose to prepare a supplement to an EIR rather than an SEIR if:

- (1) any of the conditions described above for Section 15162 would require the preparation of an SEIR, and
- (2) only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

Section 15164 of the State CEQA Guidelines states that a lead agency may prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described above for Section 15162 calling for preparation of an SEIR have occurred.

The differences between the CIC project, as described in the 2005 EIR, and the development proposal now being considered constitute changes consistent with Section 15164 that may be addressed in an addendum to an EIR. As described in Chapter 2 of this document, “Description of the Proposed Action,” and Chapter 3, “Affected Environment, Environmental Consequences, and Mitigation Measures,” none of the conditions described above for Section 15162 calling for preparation of an SEIR have occurred. In addition, the 2005 EIR and resulting Mitigation Monitoring and Reporting Program are still valid for assessing and mitigating identified impacts as a result of the project.

Changes to the project associated with the CIC project and any altered conditions since certification of the EIR in May 2005 would:

- ▶ not result in any new significant environmental effects, and
- ▶ not substantially increase the severity of previously identified effects.

In addition, no new information of substantial importance has arisen that shows that:

- ▶ the project would have new significant effects,
- ▶ the project would have substantially more severe effects,
- ▶ mitigation measures or alternatives previously found to be infeasible would in fact be feasible, or
- ▶ mitigation measures or alternatives that are considerably different from those analyzed in the SEIR would substantially reduce one or more significant effects on the environment.

Because minor clarifying changes/additions to the CIC EIR are necessary to accommodate the project, but none of the conditions described in Section 15162 of the State CEQA Guidelines calling for preparation of an SEIR or a supplement to an EIR have occurred, an addendum to the EIR for the CIC project, consistent with Section 15164 of the State CEQA Guidelines, is the appropriate mechanism to address the proposed project modifications.

## 2 PROJECT DESCRIPTION

### 2.1 PROJECT LOCATION

The Condemned Inmate Complex (CIC) site is located on grounds of San Quentin State Prison (SQSP). SQSP is located on approximately 432 acres in Marin County, California, along the San Francisco Bay. The city of Larkspur borders part of the site. Exhibit 2-1 depicts the regional location and Exhibit 2-2 shows its subregional location. The proposed CIC would be located on 40 acres in the southwestern portion of the SQSP site.

### 2.2 APPROVED CIC PROJECT

In May 2005, the Director of CDCR approved the implementation of the SQSP CIC project. The approved project would involve the construction of a CIC that would consist of 1,024 cells that could safely house 1,408 condemned male inmates. The CIC would consist of two semi-autonomous maximum-security facilities providing housing, service, and support space. Exhibit 2-3 depicts the site layout.

Four housing units for the condemned inmates would be constructed, each about 44 feet tall, a design labeled the “stacked design option” in the EIR.

The CIC would be located in the western portion of SQSP and would be physically separated from the main prison facilities by an outer patrol road, security fencing, and an inner patrol road. The CIC security fencing would consist of double cyclone fences topped with barbed tape and a lethal electrified fence located between the double fences. High-mast lighting, a central kitchen, a mental health services building, two facility program support services buildings, a complex services building, and a correctional treatment center would be constructed, providing space for the required services and programs.

Most of the existing “H-Unit” at SQSP would be converted from inmate housing to warehouse and other support uses for existing SQSP and the CIC. See Exhibit 2-4.

Other support elements located outside the secure perimeter of the CIC would include perimeter guard towers, a support services building, visitor/staff processing center, communications building, central building maintenance facility, warehouse and support services space, and adequate parking for visitors and employees.

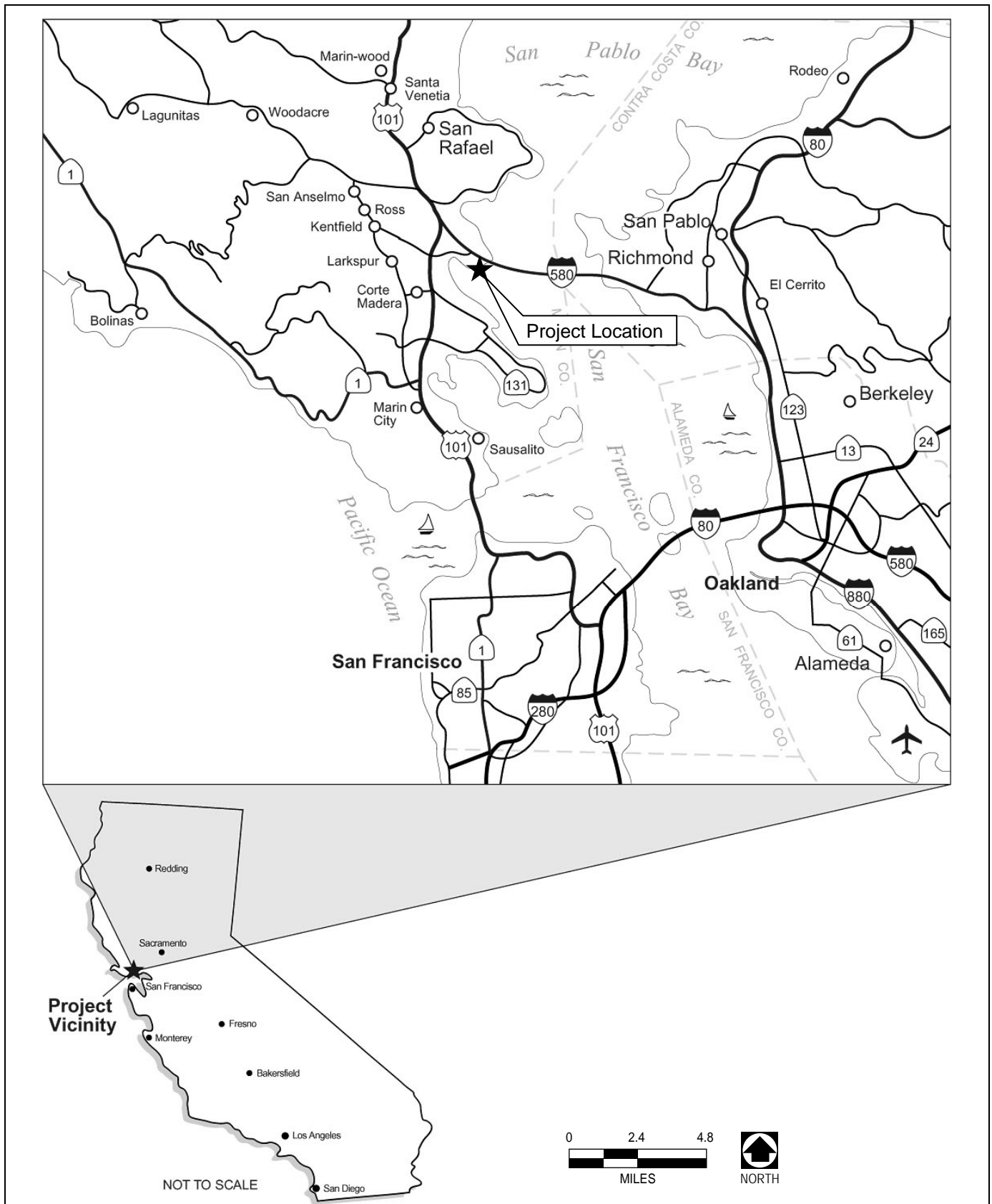
The project would eliminate housing for 1,050 inmates at existing SQSP. A facility known as the Ranch, which houses 250 Level I inmates, is located adjacent to the CIC site and would be eliminated by the CIC. The H-Unit currently houses up to 1,000 Level II inmates in five dormitory housing units; the conversion of four dormitory housing units to accommodate the project would reduce its capacity by 800 inmates, to a total of 200. The net increase in capacity at SQSP would be 358 inmates (1,408 – 1,050). At the time the EIR was initiated, SQSP housed a total of 5,763 inmates. The maximum capacity<sup>1</sup> of existing SQSP under current conditions is approximately 6,200 inmates. Volume 1 of the EIR, which did not include elimination of the H-Unit, based the analysis of impacts on a total of 7,358 inmates (maximum existing capacity of 6,200 inmates – 250 ranch inmates + 1,408 CIC inmates).

With the additional conversion of H-Unit, the maximum capacity would be approximately 5,150 beds (6,200 inmates – 250 ranch inmates – 800 H-Unit inmates). Total maximum inmate capacity at SQSP, with the CIC, would be 6,558 inmates (5,150 at existing SQSP + 1,408 at CIC). Staffing directly associated with the project would increase by 489 (648 new CIC staff – 159 positions at the H-Unit). These totals were included in the approved project (and in EIR Volume II).

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<sup>1</sup> As stated in Volume I of the EIR (page 3-32), this level of inmate population does not reflect historic totals and is not the intended operational capacity. If this level of over crowding did occur, it would be unusual and for a very short period. CDCR intends to operate SQSP at its existing budgetary levels of 5,763 beds, plus the CIC.

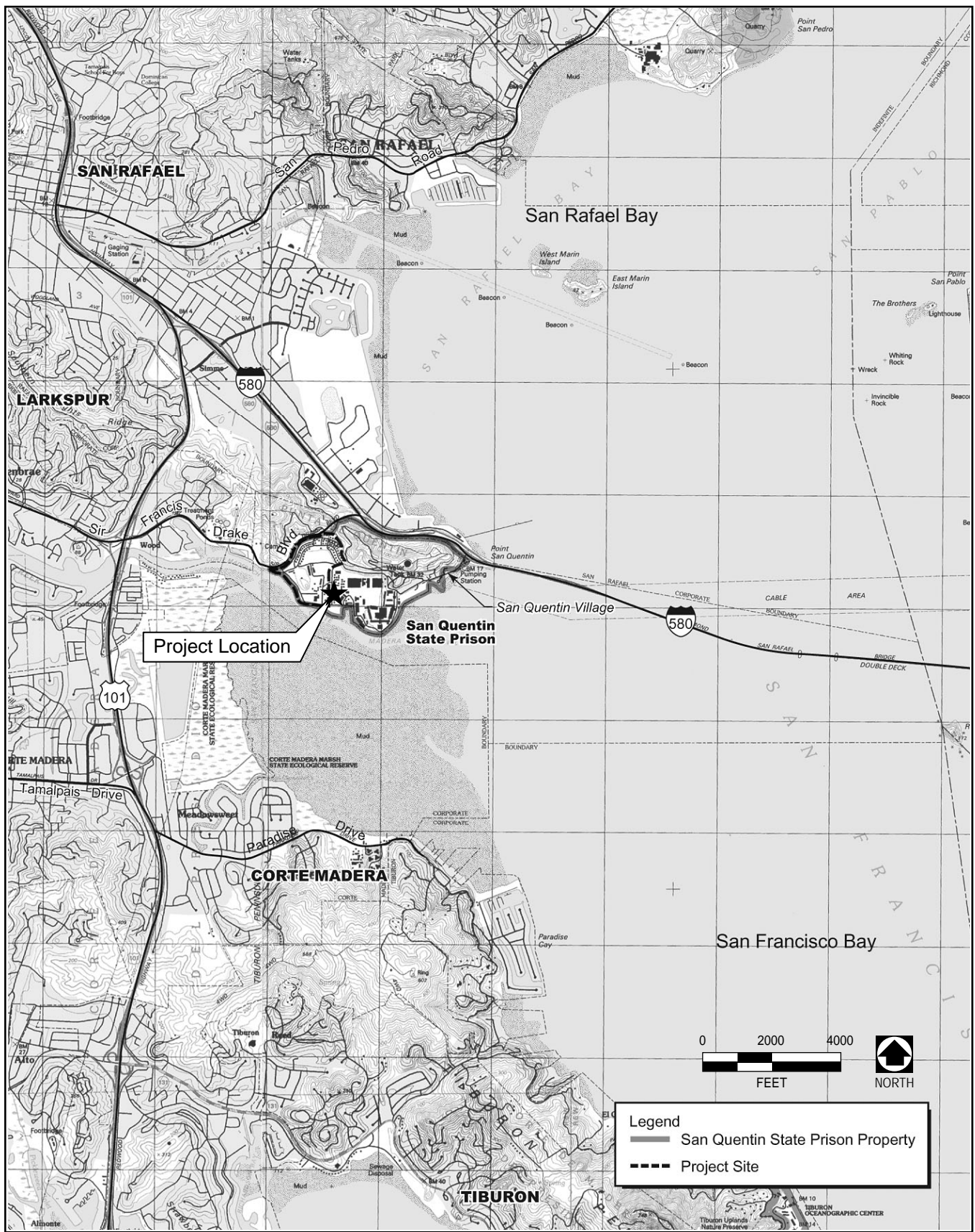




Source: California State Automobile Association, Bay and Mountain Section 1999

## Regional Location

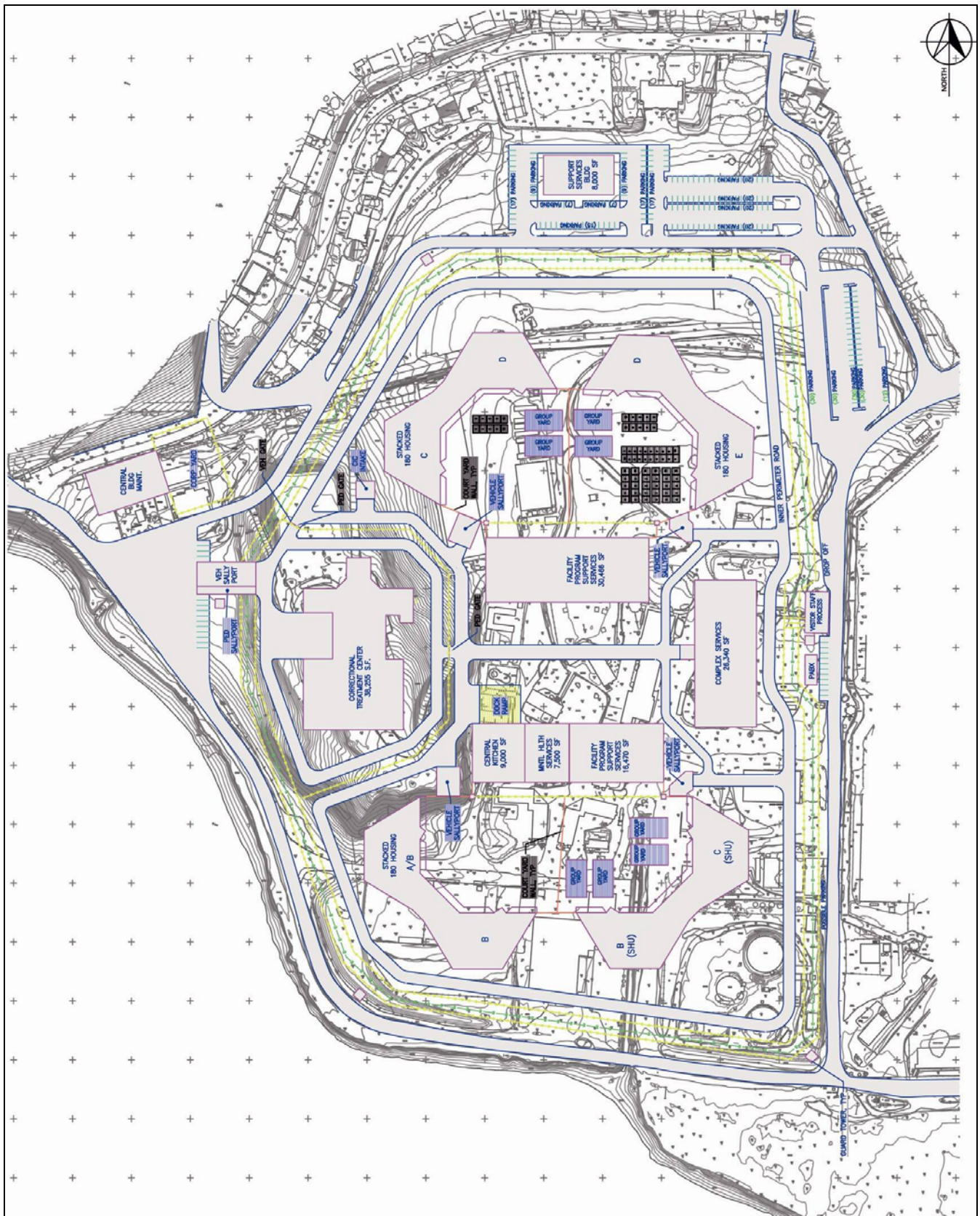
## Exhibit 2-1



Source: USGS San Rafael Quad 1993; San Quentin Quad 1993

**Project Location Map**

**Exhibit 2-2**



Source: Kitchell 2004

## Proposed Condemned Inmate Complex—Approved Project

## Exhibit 2-3





Source: Adapted by EDAW in 2007

## Aerial Photograph of Project Facilities

## Exhibit 2-4

## 2.3 PROPOSED CIC PROJECT MODIFICATION

The CIC is proposed to be modified from the approved project as follows:

1. One of the four housing units would be removed. As modified, the CIC would provide 768 cells that can safely house 1,152 inmates at maximum capacity. This is a reduction in capacity of 256 inmates.
2. The H-Unit would not be modified. It would continue to provide housing for 1,000 inmates. This is a change from the reduction in housing that would have left space for 200 inmates, with the balance of H-Unit modified to be a warehouse.
3. A warehouse, central building maintenance, vehicle maintenance, and support services buildings would be constructed in a more central location at SQSP. To accommodate these buildings, two buildings would be demolished: Building 53 and Building 54. Both of these buildings were constructed as vehicle maintenance buildings; one is still used for vehicle maintenance and the other is used for storage. The location of these buildings is depicted in Exhibit 2-4.

The size and buildings involved in the project modification are shown in Table 2-1. As shown, the total scope of new construction would be reduced. Total construction, including the CIC and warehouse, central maintenance, vehicle maintenance, and support services would be 541,061 square feet (sq. ft.), which is approximately 77,000 sq. ft. less than the estimated 618,000 sq. ft. analyzed in the CIC EIR. (Note: Table 2-1 shows an approximately 74,000 sq. ft. reduction; this is because more precise plans were used in this calculation than in the CIC EIR.)

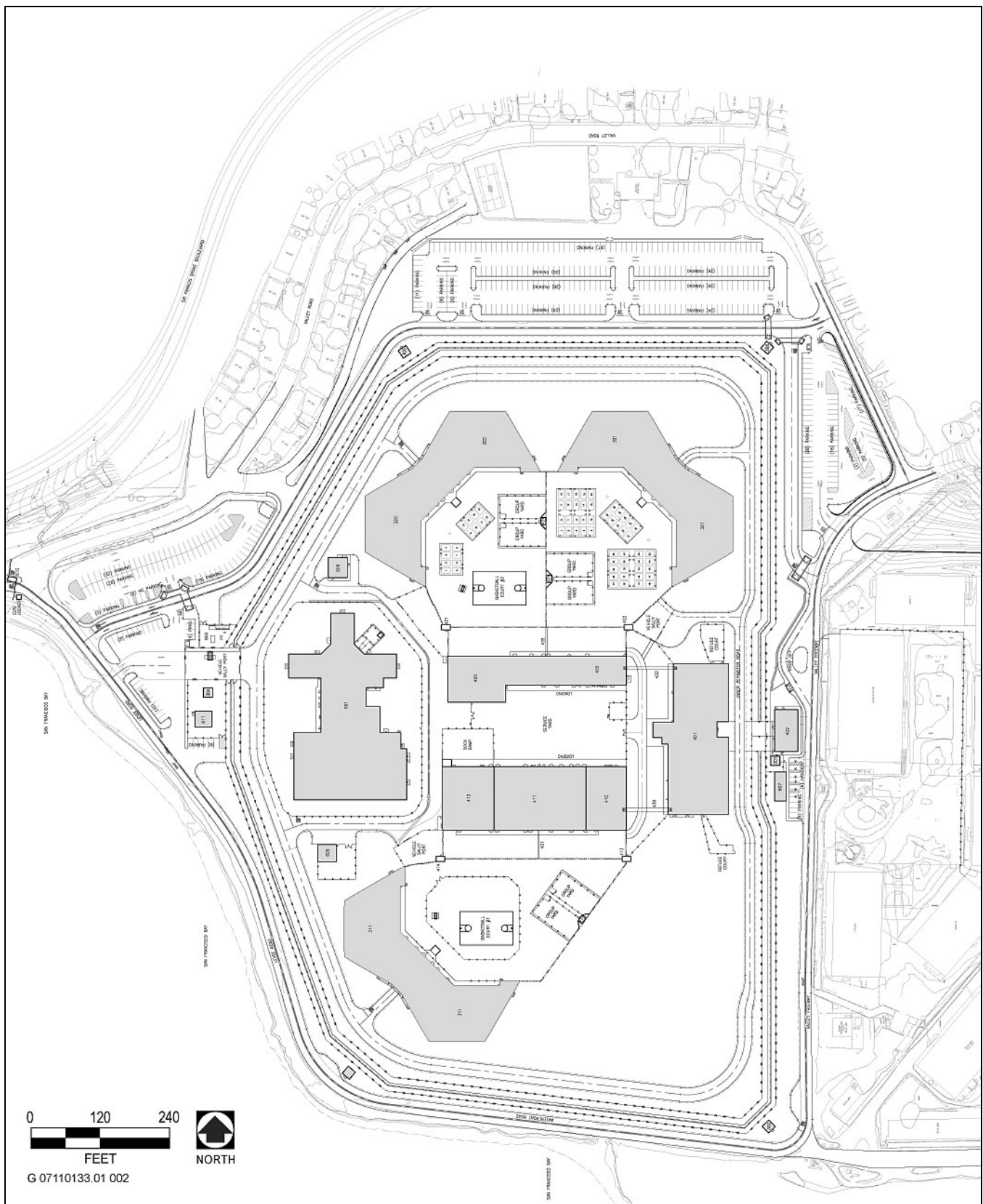
Exhibit 2-5 depicts the layout of the CIC. Exhibit 2-6 depicts the warehouse/support facilities.

Table 2-1 Size and Buildings Involved in the CIC Project Modification			
Buildings	Size (square feet)		Height (feet)
	Added	Removed	
Fourth Housing Unit		112,117	48.5
Warehouse	29,632		35
Central Maintenance	9,316		21
Vehicle Maintenance	5,148		25
Support Services	7,260		15
Building 53		6,500	24 (estimated)
Building 54		7,000	18 (estimated)
<b>Total</b>	<b>51,356</b>	<b>125,617</b>	NA

Notes: CIC = Condemned Inmate Complex; NA = not applicable

Staffing associated with the CIC would be reduced from 648 to 505. However, because the H-Unit would not be converted, no existing staff positions would be eliminated. Thus, the total new staff directly associated with the project, 505, would be 16 more than the 489 considered in the EIR. See Table 1-1. Further, because the Unit would not be converted, the total number of inmates at SQSP would be higher than reported in the final EIR, despite the reductions resulting from removal of the fourth housing unit. The maximum total number of inmates, with the CIC, would be 7,102 (6,200 – 250 + 1,152; see page 2-1). This is 544 more inmates (8%) than the maximum 6,558 inmates (SQSP + CIC) assumed in Volume II of the EIR, but 256 less (3%) than the 7,358 assumed in Volume I of the EIR.

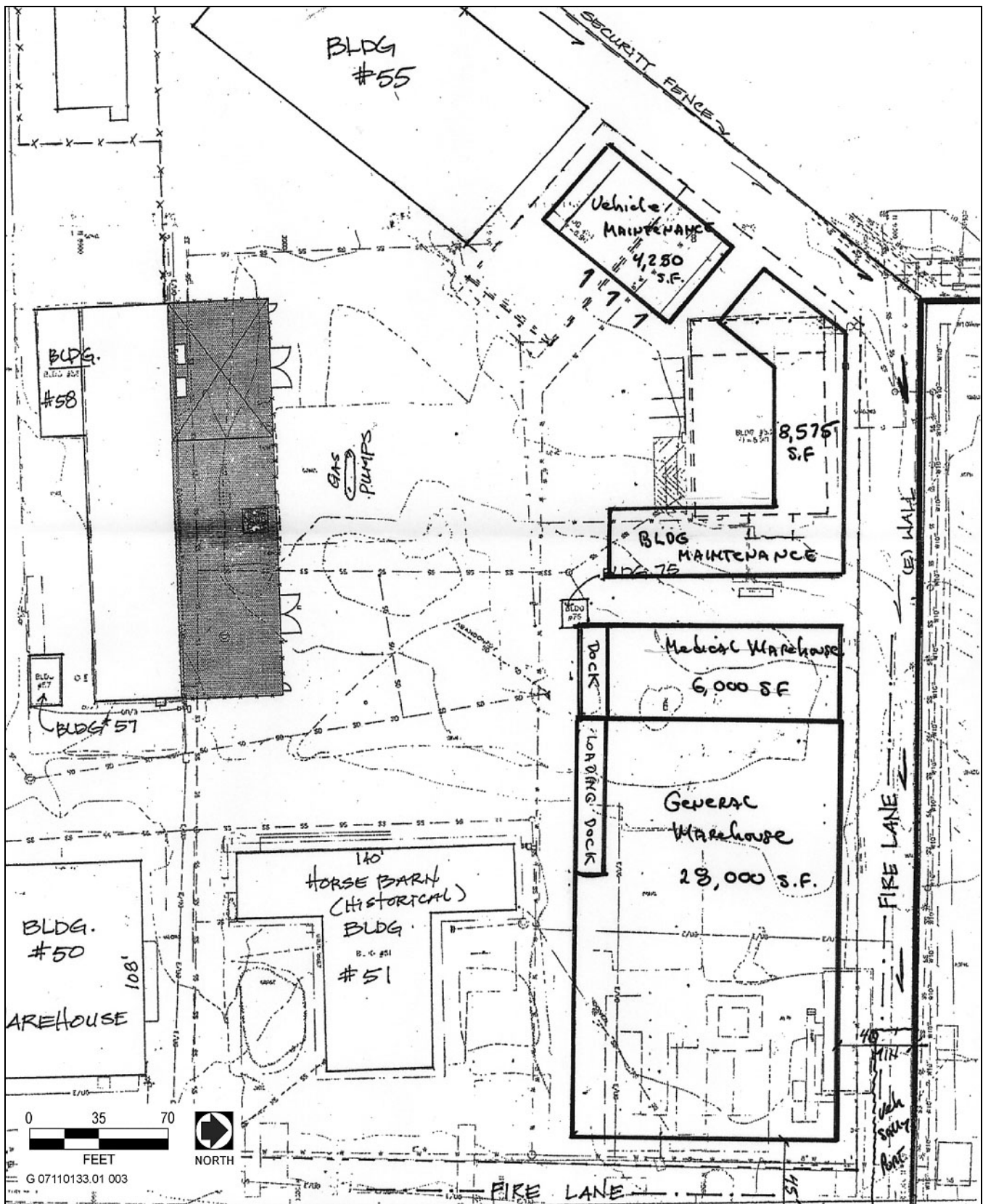




Source: CDCR 2006

## Proposed CIC Site Plan

## Exhibit 2-5



Source: CDCR 2007

## Proposed Warehouse/Support Facilities

Exhibit 2-6

### **3 AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND MITIGATION MEASURES**

#### **3.1 APPROACH TO ENVIRONMENTAL ANALYSIS**

As stated previously in Section 1.2, “CEQA Guidelines Regarding the Addendum to the SEIR,” CDCR has determined that, in accordance with Section 15164 of the State CEQA Guidelines, minor technical changes or additions to the CIC EIR are necessary to address the modifications to the CIC proposal.

To prepare an addendum to an EIR, as opposed to a subsequent EIR (SEIR) or a supplement to an EIR (Sections 15162 and 15163 of the State CEQA Guidelines), none of the conditions described in Section 15162 calling for preparation of a SEIR must have occurred. In summary, to prepare an addendum requires that the revised project or altered circumstances since approval of the previous CEQA document:

- ▶ will not result in any new significant environmental effects,
- ▶ will not substantially increase the severity of previously identified effects,
- ▶ will not result in mitigation measures or alternatives previously found to be infeasible being categorized as feasible, and
- ▶ will not result in availability/implementation of mitigation measures or alternatives that are considerably different from those analyzed in the previous document that would substantially reduce one or more significant effects on the environment.

The analysis of environmental effects provided below addresses the same impacts addressed in the CIC EIR. The environmental analysis evaluates for each environmental topic area (e.g., land use, traffic, air quality) whether there are any changes in the project or the circumstances under which it would be undertaken that would result in new or substantially more severe environmental impacts than considered in the CIC EIR..

The EIR for the CIC was prepared in two volumes:

1. Volume I is the Draft EIR. Volume I was circulated for public review on September 27, 2004.
2. Volume II is the Responses to Comments on the Draft EIR. Volume II was completed on April 13, 2005. It was supplemented with additional responses to comments on May 5, 2005. The supplemental document responded to two late comment letters.

Following preparation of Volume I, CDCR modified the project by proposing to convert an existing inmate housing unit, known as the “H-Unit,” to warehouse uses. This proposed conversion would have resulted in removing 800 inmates from San Quentin State Prison (SQSP) and reducing H-Unit staff positions by 159. This change was evaluated in Volume II, but did not result in changes in the significance of any environmental impact evaluated in Volume I.

In the discussion that follows, differences between analyses in Volumes I and II are noted, where relevant. However, the totality of the EIR is Volumes I and II together, and the findings are based on the project as modified in Volume II.



Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Document?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Mitigation Measures Address Impacts?
<b>1. Visual Resources.</b> Would the project:					
a. Have a substantial adverse affect on a scenic vista?	p. 4.1-8 (Volume I)	No	No	No	None needed
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;	pp. 4.1-8 through 4.1-16 (Volume I), pp. 3-20 through 3-31 (Volume II)	No	No	No	Yes
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	pp. 4.1-8 through 4.1-16 (Volume I)	No	No	No	Yes
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	pp. 4.1-8 through 4.1-16 (Volume I)	No	No	No	No

## EIR ANALYSIS

The EIR found that the project site is not visible from a state-designated scenic highway and does not support any visually significant scenic resources (i.e., trees and rock outcroppings). As a result, the project would not have a substantial adverse effect on any such resources. This would be a less-than-significant scenic view impact.

Under the stacked design option, which was the design option approved by CDCR, relatively tall (nearly 50 feet) buildings would be constructed along the shoreline of San Francisco Bay. These buildings, when viewed from Corte Madera, the Larkspur Landing Ferry Terminal, the Greenbrae Boardwalk, Sir Francis Drake Boulevard, and other mid- and close-range viewpoints, would add a new dominant feature in the overall viewshed that would not blend in with existing structures on the site. This would be a significant visual impact.

Nighttime lighting would alter the intensity of lighting on the site as well as the nighttime viewshed along Sir Francis Drake Boulevard north of the site, and from the Larkspur Landing Terminal. This change would be significant.

## MITIGATION MEASURES

Mitigation Measure 4.1-f required CDCR to use paint and design elements that would integrate the building design into the character of SQSP, and also included consultation with the San Francisco Bay Conservation and Development Commission (BCDC) on project design. Because CDCR uses state-of-the-art lighting for its facilities, which casts light only where it is needed, no other feasible lighting mitigation is available. The residual impact was concluded to be significant and unavoidable.

## CHANGES RESULTING FROM MODIFICATIONS TO THE PROJECT

The modifications to the project would result in removal of one of the four proposed housing units, which would slightly reduce the visibility of the project. The project, as approved, would be approximately 602,000 sq. ft. Removal of the fourth housing unit would remove 112,117 sq. ft. of development. This would result in a slightly lesser modification of the viewshed from key viewpoints than reported in the EIR because less building mass would be constructed on the project site.

Building 54 and Building 53 (Exhibit 3-1) would be removed and replaced with a warehouse, a central maintenance building, and a vehicle maintenance and support services building. As shown in Exhibit 3-1, one building is constructed of corrugated steel and the other of stucco (which is heavily cracked) and steel roll-up doors; neither are visually unremarkable. Neither of these buildings is substantially visible from off-site areas, with buildings and landscaping blocking views from Sir Francis Drake Boulevard. The buildings are visible for only a brief (a few seconds) time along the bay to ferryboats traveling from Larkspur Landing and passing the site. Even from this viewpoint, the buildings are largely blocked by intervening structures (a Quonset hut along the waterfront largely blocks the visibility of these buildings). Building 53 is approximately 24 feet high and Building 54 is approximately 18 feet high. Within the context of the greater viewshed, these buildings are visually overwhelmed by the larger cell blocks (over 100 feet high) located to the east and north, which are visually dominant. The area where these buildings are located appears visually cluttered, with no remarkable or unifying architectural theme.

Buildings 53 and 54 would be removed and replaced with four structures: an approximately 30,000 sq. ft. warehouse (35 feet high), a central maintenance building (9,316 sq. ft., 21 feet high), a vehicle maintenance building (5,148 sq. ft., 25 feet high) and a support services building (7,260 sq. ft., 15 feet high). Much like Buildings 53 and 54, these buildings would be mostly visually blocked by intervening structures. The general warehouse, at 38 feet high and 30,000 sq. ft., would be more visible than the buildings currently located on this site, but it would still be visually dominated by the existing cell blocks and largely blocked by the Quonset hut. It would not be prominent among the visual clutter of the site on which it is located. See Exhibits 3-2 through 3-4, which depict the general outline of the proposed warehouse/support buildings from the Larkspur ferryboat, which provides the only views from which these facilities would be visible to the public. Note that this is not a visual simulation of the building; rather, it shows the general mass of the structure, which demonstrates its relative size in the viewshed. Within the context of its surroundings, the proposed warehouse and the other buildings would appear similar to the current viewshed; they would be four of several low-rise buildings, and while somewhat more visible than the buildings they would replace, they would be visually dominated by the existing cell blocks, which are both far more massive and much taller, as well as being architecturally striking through their external features such as parapets.

Further, the mitigation measure in the EIR, which calls for using paint to visually blend buildings in with their surroundings, would further reduce the visibility of the proposed buildings in this location, and make them appear much like the other visible structures. The visual change would not be substantial.

The analysis in the EIR, which concluded that the impact would be significant and unavoidable, would not change with the modifications to the project. The combination of the removal of one approved housing unit (48.5 feet tall, 112,117 sq. ft.) and two existing buildings (approximately 13,500 sq. ft.), the addition of several warehouse/maintenance buildings (between 15 and 38 feet high, approximately 50,000 sq. ft. total) would result in a modification of the viewshed that is slightly less than reported in the EIR. Where the modifications would be in a different location than the CIC buildings (i.e., the warehouse area), the changes would not be substantial. No new significant or substantially more severe visual impacts would occur as a result of the project modifications.



Building 53



Building 54

Source: CDCR 2007

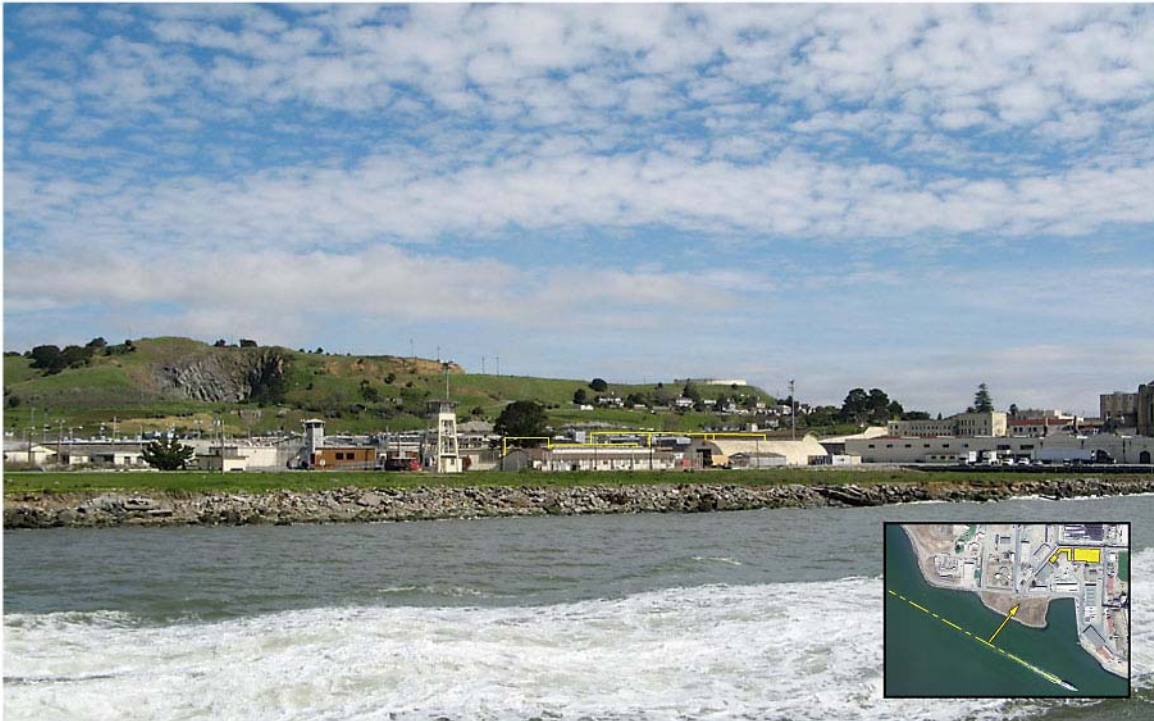
## Buildings 53 and 54

## Exhibit 3-1





Existing Conditions



Existing Plus Project

G 07110133.01 005

Source: EDAW 2007

## Warehouse/Support Facilities from Larkspur Ferry

## Exhibit 3-2



Existing Conditions



Existing Plus Project

G 07110133.01 006

Source: EDAW 2007

## Warehouse/Support Facilities from Larkspur Ferry View 2

## Exhibit 3-3





Existing Conditions



Existing Plus Project

G 07110133.01 007

Source: EDAW 2007

### Warehouse/Support Facilities from Larkspur Ferry View 3

### Exhibit 3-4

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Document?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Mitigation Measures Address Impacts?
<b>2. Air Quality.</b> Would the project:					
a. Implement, during construction, the applicable control measures as listed in the BAAQMD CEQA Guidelines	p. 4.2-14 (Volume I), pp. 3-34 through 3-35 (Volume II)	No	No	No	Yes
b. Result in emissions of ROG, NO <sub>x</sub> , or PM <sub>10</sub> that exceed the BAAQMD CEQA operations thresholds of 15 tons per year, 80 pounds per day, or 36 kilograms per day;	pp. 4.2-14 through 4.1-15 (Volume I), pp. 3-34 through 3-35 (Volume II)	No	No	No	None needed
c. Contribute CO concentrations that exceed the California 1-hour ambient air quality standard of 20 ppm or the 8-hour standard of 9 ppm?	pp. 4.2-15 through 4.2-16 (Volume I), pp. 3-34 through 3-35 (Volume II)	No	No	No	None needed
d. Exposure sensitive receptors to toxic air contaminant emissions that exceed 10 in 1 million for the Maximally Exposed Individual (MEI) to contact cancer and/or a Hazard Index of 1 for the MEI.	p. 4.2-16 (Volume I), pp. 3-34 through 3-35 (Volume II)	No	No	No	None needed
e. Result in the exposure of sensitive receptors to unpleasant odorous emissions.	pp. 4.2-16 through 4.1-17 (Volume I), pp. 3-34 through 3-35 (Volume II)	No	No	No	None needed

## EIR ANALYSIS

The draft EIR (DEIR) (Volume I) found that the project had the potential to create significant construction-related impacts because CDCR had not included Bay Area Air Quality Management District (BAAQMD) construction mitigation in the proposed project.

The DEIR (Volume I) concluded that impacts related to long-term operational, local mobile-source carbon monoxide, toxic air contaminants, and odorous emissions would be less than significant.

Volume II discussed the reduced scope of the project resulting from H-Unit conversion. Slightly lesser construction emissions would result because of the reduced construction scope, and potentially slightly fewer operation emissions would result. Although emissions during construction and operations would be less than reported in Volume I, the change was not substantial and the impacts related to construction remained significant, while impacts related to project operations would remain less than significant.

## **MITIGATION MEASURES**

Mitigation Measure 4.2-a required CDCR to implement BAAQMD construction emission reduction measures. With these measures in place, construction-related air quality impacts would be less than significant. Because no other air quality impacts would be significant, no other mitigation would be needed.

## **CHANGES RESULTING FROM MODIFICATIONS TO THE PROJECT**

The modifications to the project would result in construction of three of the four proposed housing units, which would reduce construction-related emissions. A total of 112,117 sq. ft. less would need to be constructed. The demolition of Buildings 53 and 54 (approximately 13,500 sq. ft.) and construction of 50,000 sq. ft. of warehouse and other support facilities would result in less construction than would have been associated with the fourth housing unit. In spite of these changes, construction emissions would be similar to what was reported in Volume I (slightly less) and Volume II (slightly more). As described above, the change in scope reported between the analysis in Volume I and Volume II of the EIR would not have resulted in a substantial change to the construction (or other) air quality impacts. Because the modified project would fall within the range of these impacts, its construction (and other) air quality impacts also would not result in a substantial difference in what was approved by CDCR.

Further, the reduction in employees resulting from elimination of the fourth housing unit would reduce employee commutes to the site compared with what was reported in Volume I, which served as the basis of the final EIR conclusions. Employee commutes would be nearly identical to the number of trips assumed under the proposed project, as described in Volume II. See the discussion under traffic below. The change in the number of inmates would have no affect on air quality, as none of the factors associated with inmate totals (except a potential slight decrease compared to Volume I of the EIR in non-peak hour vehicle trips of five to ten per day on visiting days) would change in a manner that would change the results of the air quality analysis.

In all instances, the modifications to the project would not eliminate the significant construction air quality impacts, and Mitigation Measure 4.2-a would still be needed to reduce the impact to a less-than-significant level. Because mobile sources would be less than reported and analyzed in Volume I (fewer commutes) and all mobile-source (and other operational) impacts would remain less than significant, the modified project would result in less-than-significant operational impacts.

The analysis in the EIR would not change with the modifications to the project. The combination of the removal of one housing unit and the addition of warehouse facilities would result in similar construction and operational air quality impacts as reported in the EIR. No new significant or substantially more severe air quality impacts would occur as a result of the project modifications.



Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Document?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Mitigation Measures Address Impacts?
<b>3. Biological resources. Would the project:</b>					
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by DFG or USFWS?	pp. 4.3-10 through 4.3-13 (Volume I), p. 3-44 (Volume II)	No	No	No	Yes
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by DFG or USFWS	pp. 4.3-12 through 4.3-13 (Volume I)	No	No	No	None needed
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA (including, but not limited to, marsh, vernal pool, rivers, etc.) through direct removal, filling, hydrological interruption, or other means?	pp. 4.3-12 through 4.3-13 (Volume I)	No	No	No	Yes
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	p. 4.3-12 (Volume I)	No	No	No	Yes
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, or conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	pp. 4.3-10 through 4.3-13 (Volume I)	No	No	No	None needed

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Document?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Mitigation Measures Address Impacts?
<b>3. Biological resources.</b> Would the project:					
f. Substantially reduce the habitat of a fish and wildlife species, cause a fish or wildlife species to drop below self-sustaining levels, or threaten to eliminate a plant or animal community?	pp. 4.3-11 through 4.3-13 (Volume I)	No	No	No	None needed
g. Reduce the number or restrict the range of an endangered, rare or threatened species	pp. 4.3-11 through 4.3-13 (Volume I)	No	No	No	None needed

## EIR ANALYSIS

The EIR (Volume I and II) found that the project would not have the potential to adversely affect riparian habitat, would not conflict with any adopted conservation plans, would not affect special-status species habitat, and would not substantially reduce the habitat of a fish or wildlife species below self-sustaining levels, and all related impacts were determined to be less than significant.

The DEIR (Volume I) concluded that impacts related to operation of a lethal electrified fence could adversely affect migratory birds and other birds protected by the California Fish and Game Code, and found such impacts to be significant.

The DEIR (Volume I) concluded that the project would affect a small, degraded ditch (0.2 acre) with a hydrological connection to San Francisco Bay, and concluded that this would be a significant impact.

## MITIGATION MEASURES

Mitigation Measure 4.3-c required CDCR to implement a multi-tier wildlife mitigation program to reduce impacts from operation of the electrified fence. Mitigation Measure 4.3-d required CDCR to seek authorization for fill of the ditch through a Section 404 of the Clean Water Act permit, and required CDCR to comply with all attendant mitigating conditions. Impacts related to the electrified fence and fill of the ditch would be reduced with these measures to a less-than-significant level. Because no other biology impacts would be significant, no other mitigation would be needed.

## CHANGES RESULTING FROM MODIFICATIONS TO THE PROJECT

The modifications to the project would not alter the need for the electrified fence, nor would it affect its design. The modifications to the project would not alter the need to fill the drainage ditch, including the extent of fill. None of the other project modifications would alter the project in such a way as to involve impacts on any biological resources in any way different than addressed in the EIR. Buildings 53 and 54 are located in a disturbed area, and no sensitive biological species would be affected by the removal of these structures and construction of warehouse and similar facilities.

The modifications to the project would not alter any of the impact conclusions expressed in the EIR. No new significant or substantially more severe biological resource impacts would occur as a result of the project modifications.

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Document?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Mitigation Measures Address Impacts?
<b>4. Land use and Planning.</b> Would the project:					
a. Physically divide an established community?	p. 4.4-8 (Volume I)	No	No	No	None needed
b. Conflict with any applicable land use plan or policy of an agency with jurisdiction over the project adopted for the purposes of avoiding or mitigating an environmental effect?	pp. 4.4-9 through 4.4-10 (Volume I)	No	No	No	None needed

## EIR ANALYSIS

The DEIR (Volume I) found that the project would not physically divide a community because all structures would be on the grounds of an existing prison and no land uses would be incompatible with or would provide a physical barrier that would divide a community.

The DEIR also found that the project would be consistent with BCDC policies pertaining to access and minimizing visual impacts to the degree feasible. BCDC is the only agency with land use plans and policies that have jurisdiction over the site.

The EIR concluded that impacts on land use and planning were less than significant.

## MITIGATION MEASURES

No mitigation measures were needed.

## CHANGES RESULTING FROM MODIFICATIONS TO THE PROJECT

The modifications to the project would not alter the relationship of the site to surrounding communities, and no new barriers that physically divide a community would be created. None of the other project modifications would affect consistency of the project with BCDC policies.

The modifications to the project would not alter any of the impact conclusions expressed in the EIR. No new significant or substantially more severe land use and planning impacts would occur as a result of the project modifications.

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Document?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Mitigation Measures Address Impacts?
<b>5. Cultural Resources.</b> Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource?	pp. 4.5-21 through 4.5-23 (Volume I), pp. 4.5-24 through 4.5-26 (Volume II)	No	No	No	Yes
b. Cause a substantial adverse change in the significance of an archaeological resource?	p. 4.5-23 (Volume I)	No	No	No	Yes
c. Disturb any human remains, including those interred outside of formal cemeteries?	p. 4.5-23 (Volume I)	No	No	No	Yes

## EIR ANALYSIS

The EIR (Volumes I and II) found that there was an historic district on the site, but it would be avoided with the proposed project (the single-level design options would have adversely affected this area). This is a less-than-significant impact.

The EIR (Volume I) found that the project could adversely affect unknown (buried) cultural resources. This would be a potentially significant impact.

## MITIGATION MEASURES

Mitigation Measure 4.5-e required CDCR to take certain specific steps if artifacts are uncovered during project excavation activities. This measure would reduce impacts on cultural resources to a less-than-significant levels. No other significant impacts would result from the project, as approved (stacked design option), so no additional mitigation would be required.

## CHANGES RESULTING FROM MODIFICATIONS TO THE PROJECT

The modifications to the project would not affect any of the resources identified in the EIR. However, the warehouse facilities would result in the removal of two structures that are older than 50 years, which is one of several criteria used to determine whether a resource is historically significant. Building 54 was constructed in 1944 and originally served as a garage, but now serves as a storage building. Building 53 was constructed in 1952 and continues to serve as a garage. Neither building is considered unique or representative of an historic event or period. The State Office of Historic Preservation (SOHP) has reviewed both buildings and concluded that neither is historically significant, and that their removal would not represent a significant effect on historic resources. (See attached letter from SOHP to CDCR.)

The modifications to the project would not alter any of the impact conclusions expressed in the EIR. No new significant or substantially more severe cultural resource impacts would occur as a result of the project modifications.

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Document?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Mitigation Measures Address Impacts?
<b>6. Earth Resources.</b> Would the project:					
a. Expose people or structures to substantial adverse effects including the risk of loss, injury or death involving: <ul style="list-style-type: none"> <li>▶ rupture of a known earthquake fault;</li> <li>▶ strong seismic ground shaking;</li> <li>▶ seismic-related ground failure, including liquefaction; or</li> <li>▶ landslides.</li> </ul>	<p>p. 4.6-6 (Volume I)</p> <p>pp. 4.6-6 through 4.6-7 (Volume I)</p> <p>pp. 4.6-6 through 4.6-7 (Volume I)</p> <p>p. 4.6-8 (Volume I)</p>	<p>No</p> <p>No</p> <p>No</p> <p>No</p>	<p>No</p> <p>No</p> <p>No</p> <p>No</p>	<p>No</p> <p>No</p> <p>No</p> <p>No</p>	<p>None needed</p> <p>Yes</p> <p>Yes</p> <p>None needed</p>
b. Result in substantial soil erosion or loss of topsoil?	pp. 4.6-7 through 4.6-8 (Volume I)	No	No	No	None needed
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landsliding, lateral spreading, subsidence, liquefaction or collapse?	pp. 4.6-7 through 4.6-8 (Volume I)	No	No	No	Yes
d. Be inundated by a tsunami?	pp. 4.6-8 through 4.6-9 (Volume I)	No	No	No	None needed

## EIR ANALYSIS

The EIR concluded that the project would not be subject to fault rupture and would be constructed to withstand magnitude 7 to 8 earthquakes, so seismic hazards would be less than significant. However, seismically induced ground failure and ground deformation was found to result in a potentially significant impact.

Soil erosion impacts were found to be less than significant because CDCR would be required to obtain a National Pollutant Discharge Elimination System permit that contains requirements that would avoid erosion. Less-than-significant impacts were found associated with landslide potential (the site would not be exposed to potential landslides because the site would be flat) and tsunami exposure (the site is not within the wave run-up zone of a credibly sized tsunami).

Because of the presence of weak, compressible soils, the site would be subject to significant impacts associated with potential foundation degradation.

## **MITIGATION MEASURES**

Mitigation Measures 4.6-b and 4.6-d required CDCR to prepare design-specific geotechnical studies before preparation of final grading plans for the project site. With these measures in place, seismically related ground failure and compressible and corrosive soils impacts would be less than significant. Because no other earth resources impacts would be significant, no other mitigation would be needed.

## **CHANGES RESULTING FROM MODIFICATIONS TO THE PROJECT**

The removal of the fourth housing unit of the CIC would not alter the conclusions of the EIR with respect to geotechnical hazards. The new warehouse and related structures would be located in an area of the site where bay mud may be present, and this would expose these structures to potential ground failure during an earthquake. This is the same impact as would occur with the other CIC structures. Mitigation Measures 4.6-b and 4.6-d would mitigate geotechnical impacts to a less-than-significant level.

The modifications to the project would not alter any of the impact conclusions expressed in the EIR. No new significant or substantially more severe earth resource impacts would occur as a result of the project modifications.

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Document?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Mitigation Measures Address Impacts?
<b>7. Hazards and Hazardous Materials.</b> Would the project:					
a. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	p. 4.7-7 (Volume I)	No	No	No	None needed
b. Result in safety hazards to people residing or working in the project area?	pp. 4.7-6 through 4.7-7 (Volume I)	No	No	No	Yes

## EIR ANALYSIS

Several of the buildings and location on the CIC site contain or are suspected of containing hazardous materials, including petroleum hydrocarbons, lead-based paint, polychlorinated biphenyls, asbestos, and pesticides. The EIR found that construction activities could result in exposure to contaminated soils and building materials, which would be a significant impact. The EIR also concluded that it would be beneficial to remove these materials from the site.

The EIR found that accidents that could occur during construction could expose the public to hazards, but compliance with laws pertaining to the transport and handling of hazardous material would mitigate any related effects to a less-than-significant level.

## MITIGATION MEASURES

Mitigation Measure 4.7-a would require preparation of a Health and Safety Plan, further detailed investigations to identify hazardous materials on the site, remediation activities at locations where hazardous materials have been found, and identification of remediation sites on the project site plan. This would reduce project impacts to a less-than-significant level.

## CHANGES RESULTING FROM MODIFICATIONS TO THE PROJECT

Removal of the fourth housing unit would not alter the hazardous materials analysis; the same areas of the site would be affected by grading and removal of hazardous materials. Although the warehouse area has not been investigated for hazardous materials, based on the age of the buildings and use of these sites it is expected that similar hazardous materials as at the CIC site would be present. Based on the age of the Buildings 53 and 54, it is likely that asbestos was used in their construction, and that lead-based paint has been used. Based on the use of these buildings for automotive and storage uses, it is expected that some leakage of oil and gas (hydrocarbons) has occurred, and may be present in soils beneath the buildings. Based on the use of these buildings, other hazardous material is not expected to be found, but it can not be ruled out. These are the same materials that have been found or are expected to be found at the CIC site. Mitigation Measure 4.7-a, which requires further investigation, identification of hazardous materials to be removed, and compliance with Regional Water Quality Control Board



standards and other applicable laws for clean up of contaminated sites, would also be applied to Buildings 53 and 54 and would mitigate any impacts associated with their demolition and grading for construction of the warehouse and other support buildings.

The modifications to the project would not alter any of the impact conclusions expressed in the EIR. No new significant or substantially more severe hazardous materials impacts would occur as a result of the project modifications.

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Document?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Mitigation Measures Address Impacts?
<b>8. Hydrology and Water Quality.</b> Would the project:					
a. Violate any water quality standards or waste discharge requirements	p. 4.8-5 (Volume I)	No	No	No	None needed
b. Substantially alter the existing drainage pattern of the site in a manner that would result in substantial erosion or siltation on- or off-site?	p. 4.8-6 (Volume I)	No	No	No	None needed
c. Substantially alter the existing drainage pattern of the site or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	p. 4.8-5 (Volume I)	No	No	No	None needed
d. Create or contribute runoff which would exceed the capacity of existing or planned stormwater drainage systems?	p. 4.8-5 (Volume I)	No	No	No	None needed
e. Create or contribute runoff which would be an additional source of polluted runoff?	p. 4.8-6 (Volume I)	No	No	No	Yes
f. Otherwise substantially degrade water quality?	p. 4.8-6 (Volume I)	No	No	No	Yes

## EIR ANALYSIS

The EIR found that the project would not be subject to or create flooding hazards, and that these impacts would be less than significant. The EIR found that construction and operation could result in erosion and degradation of stormwater that enters San Francisco Bay, which is a potentially significant water quality impact.

## MITIGATION MEASURES

Mitigation Measure 4.8-c requires CDCR to prepare and implement a stormwater pollution prevention plan (SWPPP), designed to reduce the potential for pollutants to reach the bay. This measure would reduce project impacts to a less-than-significant level.

## CHANGES RESULTING FROM MODIFICATIONS TO THE PROJECT

Removal of the fourth housing unit would not alter the hydrology and water quality analysis; the same areas of the site would need to be drained to the bay. Further, removal of Buildings 53 and 54 and construction of the warehouse and other support facilities would not change the nature of the construction or operations impacts,

given that the site where the new facilities would be constructed is already fully developed. No additional runoff would be created and the area would not be within a 100- or 500-year flood hazard. The warehouse area would be subject to the same SWPPP requirements as the rest of the CIC.

The modifications to the project would not alter any of the impact conclusions expressed in the EIR. No new significant or substantially more severe hydrology or water quality impacts would occur as a result of the project modifications.

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Document?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Mitigation Measures Address Impacts?
<b>9. Noise.</b> Would the project:					
a. Result in a substantial (i.e., 5 dBA, or greater) temporary or periodic increase in ambient noise levels?	pp. 4.9-10 through 4.9-13 (Volume I)	No	No	No	Yes
b. Result in a substantial (i.e., 5 dBA, or greater) permanent increase in ambient noise levels?	pp. 4.9-13 through 4.9-15 (Volume I)	No	No	No	Yes
c. Result in the exposure of persons to or generation of noise levels in excess of applicable standards or guidelines?	pp. 4.9-10 through 4.9-15 (Volume I)	No	No	No	Yes
d. Result in blasting noise exceeding a peak linear noise level of 129 dB, or a C-weighted maximum noise level of 105 dB?	pp. 4.9-11 through 4.9-12 (Volume I)	No	No	No	Yes
e. Result in ground vibration noise levels exceeding 1.0 IPS PPV?	pp. 4.9-12 through 4.9-13 (Volume I)	No	No	No	Yes

## EIR ANALYSIS

The EIR found that construction noise and vibration impacts would be significant, especially associated with removal of Dairy Hill, where the CIC would be constructed.

Increases in traffic from the site would not result in perceptible noise increases on roadways, and this impact would not be significant.

Noise from the use of loudspeakers would result in a significant impact on on-site correctional officer/staff residences.

## MITIGATION MEASURES

Mitigation Measures 4.9-a and 4.9-b restrict the time during which construction can occur and requires the use of a blasting consultant to ensure that blasting is designed to not exceed certain noise levels. Mitigation Measure 4.9-c requires certain controls to reduce vibration effects associated with pile driving. Mitigation Measure 4.9-e requires the exterior loudspeaker system to be designed to reduce noise at on-site residences to the extent feasible, and requires an advisory notice to residents. These measures would reduce noise and vibration impacts to a less-than-significant level.

## CHANGES RESULTING FROM MODIFICATIONS TO THE PROJECT

Removal of the fourth housing unit would not alter the noise and vibration analysis. The same construction techniques would be used, exposing the same populations to noise. Further, removal of Buildings 53 and 54 and construction of the warehouse and other support facilities would not result in construction noise in excess of the noise associated with construction of the CIC, and the construction would be more distant from sensitive receptors than the rest of the CIC. The same construction noise mitigation used to reduce noise from construction of the CIC would be applied to the warehouse and other support facilities.

The modifications to the project would not alter any of the impact conclusions expressed in the EIR. No new significant or substantially more severe noise or vibration impacts would occur as a result of the project modifications.

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Document?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Mitigation Measures Address Impacts?
<b>10. Employment, Population, and Housing.</b> Would the project:					
a. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	pp. 4.10-6 through 4.10-8 (Volume I)	No	No	No	None needed
b. Substantially decrease the existing supplies of housing?	pp. 4.10-6 through 4.10-8 (Volume I)	No	No	No	None needed
c. Result in development of replacement housing, the construction of which could result in significant environmental impacts?	pp. 4.10-6 through 4.10-8 (Volume I)	No	No	No	None needed

## EIR ANALYSIS

Volume I of the EIR (the DEIR) reported that total employment at the site would increase by 648, from 1,612 employees to 2,260. Volume II of the EIR (the final EIR [FEIR]) had several corrections and modifications that changed total potential employment at the site:

- ▶ Employment under existing conditions was increased by 97 staff to account for the maximum potential inmate capacity at SQSP under existing conditions. This raised potential existing employment to 1,709 staff (1,612 + 97).
- ▶ The H-Unit conversion that was added in Volume II of the EIR resulted in removal of 800 Level II (medium security) inmates, with a resulting loss of 159 staff.
- ▶ Total staffing at SQSP, with the CIC, would be: 1,709 existing potential staff – 159 H-Unit staff + 648 CIC staff = 2,198 total staff (62 fewer than reported in EIR Volume I).
- ▶ The *net* increase in new employees would be 489 (648 at CIC – 159 at H-Unit).

Although staffing was reduced between Volume I and II of the EIR, the reduction was not considered substantial and the analysis of impacts was not altered. The EIR found that project-related population growth would be absorbed in the numerous counties where prison employees would be expected to reside, and that there would be no significant housing and population-related impacts.

## MITIGATION MEASURES

Because no significant impacts were identified, no mitigation measures would be needed.

## CHANGES RESULTING FROM MODIFICATIONS TO THE PROJECT

The project modifications would result in two changes that would affect employment at the site: The fourth housing unit would not be constructed, reducing overall Level 4 (maximum security) inmate populations by 256 and associated staff by 143 positions, compared with the CIC EIR; and the H-Unit would not be converted, so the reduction of 800 Level 2 inmates and associated 159 staff positions would not occur.

The reduction in Level 4 inmates would reduce employment associated with the CIC to a maximum of 505, which is 143 fewer than the 648 positions analyzed in the EIR. The elimination of the H-Unit conversion would result in retention of 159 H-Unit staff that were not assumed in the FEIR (Volume II). As can be seen, there is a much higher staffing ratio for maximum security inmates (at the CIC) than for medium security inmates (at the H-Unit). Total staffing would be: 1,709 existing potential staff + 505 CIC staff = 2,214 total staff. This total is 16 more than the total net new (3% higher) and overall total (1% higher) employees at SQSP assumed in EIR Volume II and 46 less (2%) than the total assumed in EIR Volume I. Further, the 505 employees is a net 148 fewer new employees (22% fewer) than assumed in EIR Volume I.

Because EIR Volume I found that population and housing impacts associated with a higher level of employment would be less than significant, it follows that fewer total employees would similarly result in less-than-significant impacts.

The modifications to the project would not alter any of the impact conclusions expressed in the EIR. No new significant or substantially more severe employment or population and housing impacts would occur as a result of the project modifications.

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Document?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Mitigation Measures Address Impacts?
<b>11. Public Services and Utilities.</b> Would the project:					
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for law enforcement?	pp. 4.11-1 through 4.11-2 (Volume I)	No	No	No	None needed
b. Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for fire protection?	pp. 4.11-2 through 4.11-3 (Volume I)	No	No	No	None needed
c. Substantially increase school enrollment in any district that is near or over capacity and, as a result, cause the need to physically alter school facilities, the construction of which could cause significant environmental impacts?	pp. 4.11-3 through 4.11-4 (Volume I)	No	No	No	None needed
d. Result in a demand for wastewater treatment service that is substantial in relation to the remaining WWTP capacity or if the demand exceeds the capacity?	pp. 4.11-6 through 4.11-8 (Volume I)	No	No	No	None needed
e. Require or result in the construction or expansion of new wastewater treatment facilities, the construction of which could cause significant environmental effects?	pp. 4.11-6 through 4.11-8 (Volume I)	No	No	No	None needed
f. Not meet wastewater treatment requirements of the San Francisco RWQCB?	pp. 4.11-6 through 4.11-8 (Volume I)	No	No	No	None needed



Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Document?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Mitigation Measures Address Impacts?
<b>11. Public Services and Utilities.</b> Would the project:					
g. Require or result in the construction of new water facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	pp. 4.11-16 through 4.11-18, 4.11-23 through 4.11-24, 4.11-29 (Volume I)	No	No	No	Yes
h. Not have sufficient water supplies available to serve the project from existing entitlements and resources and/or would require new or expanded entitlements?	pp. 4.11-16 through 4.11-18, 4.11-23 through 4.11-24, 4.11-29 (Volume I)	No	No	No	Yes
i. Not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	pp. 4.11-30 through 4.11-31 (Volume I)	No	No	No	None needed
j. Not comply with federal, state, and local statutes and regulations related to solid waste?	pp. 4.11-30 through 4.11-31 (Volume I)	No	No	No	None needed
k. Result in an increase in demand for electricity or natural gas service that is substantial in relation to the existing demands?	pp. 4.11-32 through 4.11-34 (Volume I)	No	No	No	None needed
l. Require or result in the construction of new electrical or gas facilities, the construction of which could cause significant environmental effects?	pp. 4.11-32 through 4.11-34 (Volume I)	No	No	No	None needed

## EIR ANALYSIS

Both Volumes I and II found that the CIC would have less-than-significant impacts on all public services and utilities, except water supply. Less-than-significant impacts on police, firefighting, solid waste, water delivery and storage infrastructure, wastewater treatment, electricity, and natural gas would result.

The EIR found that the CIC would result in significant impacts on water supply. Marin Municipal Water District (MMWD) supplies water to the site and southern Marin County. CDCR has an entitlement to approximately 861 acre-feet per year (afy) of water from MMWD. At the time the EIR was prepared (2003), CDCR had exceeded

that entitlement, consuming 953 afy. CDCR committed to installation of toilet flush valves at existing SQSP, which were estimated by MMWD to save 327 afy, bringing total future estimated consumption down to 626 afy. Volume I of the EIR concluded that the CIC would increase water consumption by 227 afy, bringing total future estimated annual consumption to 853 afy, which is within CDCR's entitlement, but which also would be a substantial increase in water consumption. MMWD generally considers an increase in consumption of 100 afy as a threshold demarking a significant increase in water supply. Volume I of the EIR concluded that this impact would be significant.

In its comment letter on EIR Volume I, MMWD stated that because future water consumption would be both less than current consumption and below CDCR's entitlement, the CIC would not significantly increase water consumption at SQSP (see comment letter 8 in EIR Volume II). As a result of the proposed H-Unit conversion, Volume II recalculated the increase in water demands. The revised net increase, as reported in Volume II, would be 140 afy, which would still exceed the threshold of significance of 100 afy. Consequently, and in spite of MMWD's comment letter, CDCR concluded that the net increase in water supply would be significant.

## **MITIGATION MEASURES**

CDCR adopted Mitigation Measure 4.11-g, which requires installation of restricted-flow plumbing fixtures and toilet flush valves, which would reduce estimated consumption by between 20 and 60 afy. Because it was not certain whether total net increased consumption could be reduced to below 100 afy, this impact was concluded to be significant and unavoidable.

## **CHANGES RESULTING FROM MODIFICATIONS TO THE PROJECT**

With regard to all public services and utilities except water, the change in the project would not alter any conclusions in the EIR. The number of employees and inmates would be less than reported in EIR Volume I, which concluded there would be no significant impact on any of these resources. Because impacts on these resources are based on inmate and employee totals, the changes associated with the warehouse and other support facilities would not result in any changes associated with public services and utilities. Consequently, the reduction in scale of the project and the changes associated in warehouse facilities would similarly result in no significant impacts on these resources.

Water consumption has been estimated by CDCR at a number of its prisons and has been converted to a per-inmate factor (see discussion on page 4.11-17 in EIR Volume I). Volume I of the EIR determined that the CIC would result in a net increase in future water supply of 227 afy, and Volume II calculated this increase at 140 afy (reduced by 87 afy as a result of the H-Unit conversion). By not building the fourth housing unit, CDCR would reduce the capacity of the CIC by a maximum of 256, to 1,152 inmates, or 82% of the total inmates at the CIC compared with the EIR. It can be assumed that total water use would be 82% of the total associated water consumption associated with the CIC (227 afy), as reported in the EIR. The estimated increase in consumption would be 186 afy, which is 41 afy lower than calculated in Volume I of the EIR, and 46 afy higher than calculated in Volume II. Total future consumption would be 812 afy (626 afy + 186 afy), 49 afy less than CDCR's water entitlement with MMWD. This impact would be significant, and proposed mitigation measures would not be sufficient to reduce this impact to a less-than-significant level. Therefore, the impact on water supply would be significant and unavoidable.

The modifications to the project would not alter any of the impact conclusions expressed in the EIR. No new significant or substantially more severe public serve and utility impacts would occur as a result of the project modifications. All impacts except those on water supply would remain less than significant. Water supply impacts would remain significant and unavoidable. More importantly, MMWD, the agency responsible for supplying water to SQSP, concluded that the demand for water as reported in Volume I would be less than significant, and the revised estimate of water demand would be 41 afy less than reported in Volume I. Although the total demand would be 46 afy higher than reported in Volume II of the EIR, which formed the basis of the EIR findings, this is

neither a new significant nor substantially more severe impact on water supply. The same conclusion adopted by CDCR would apply: The impact is considered significant and unavoidable. Because the supply would be within the current entitlement at SQSP and because it would be less than the total demand (227 afy) that MMWD felt could be provided without significantly affecting their water supplies, the impact is not considered substantially more severe than CDCR found when certifying the EIR.

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Document?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Mitigation Measures Address Impacts?
<b>12. Transportation.</b> Would the project:					
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	pp. 4.12-21 through 4.12-27 (Volume I)	No	No	No	Yes
b. Exceed, either individually or cumulatively, a level of service standard established by local jurisdictions including the City of Larkspur or City of San Rafael?	pp. 4.12-21 through 4.12-27 (Volume I)	No	No	No	Yes
c. Result in inadequate parking capacity?	pp. 4.12-26 through 4.12-27 (Volume I)	No	No	No	None Needed

## EIR ANALYSIS

The EIR found that the operation of the CIC would degrade the level of service (LOS) at the intersection of Main Street/Interstate 580 (I-580) eastbound/westbound ramp from LOS C to LOS E. Because LOS C is “acceptable” and LOS E is an unacceptable LOS, this is a significant impact. Construction traffic was also found to result in potentially significant impacts on several intersections. Impacts associated with use of public transit and on-site parking were found to be less than significant.

## MITIGATION MEASURES

Mitigation Measure 4.12-a was adopted by CDCR and requires the fair-share funding of a traffic signal at Main Street/I-580. Mitigation Measure 4.12-b was adopted by CDCR to reduce construction impacts by imposing a limit on the numbers of construction employees who could enter or leave the site during the peak hours of adjacent roadways.

## CHANGES RESULTING FROM MODIFICATIONS TO THE PROJECT

As discussed in item 10 above, the project modifications would result in fewer employees than considered in the DEIR (Volume I) and more employees than considered in the FEIR (Volume II). The changes are comparatively minor. More importantly, although employment totals were reduced between Volumes I and II, the impact analysis was not modified, so all conclusions were based on the analysis of a higher number of employees (in Volume I). The impacts of the CIC were based on the net addition of 648 employees. Because the modified CIC would employ fewer people (505, 22% less than reported in the DEIR), traffic generation would be less than considered in the EIR Volume I. Thus, the modified project would result in a lesser magnitude of traffic impacts when compared to the EIR. Nevertheless, rather than recalculating the lesser traffic generation, CDCR will continue to assume that the impact at Main Street/I-580 is significant, and will adopt the same mitigation as included in the EIR. This will reduce project impacts to a less-than-significant level.

Although the total construction effort would be less than considered in the EIR, the peak employment staffing would be the same, resulting in the same impacts from construction as reported in the EIR.

The modifications to the project would not alter any of the impact conclusions expressed in the EIR. No new significant or substantially more severe traffic impacts would occur as a result of the project modifications.

## **3.2 OTHER CONSIDERATIONS**

The modifications to the project would not alter any of the impact significance conclusions, as reported in the EIR and adopted through findings when CDCR certified the EIR. Further, there would be no change in the severity of any of the significant impacts and no new information requiring additional analysis of impacts. Consequently, there is no need to consider new alternatives to the project, nor the project's contribution to cumulative or growth-inducing impacts.

4 LIST OF PREPARERS

EDAW

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Elizabeth Boyd ..... Environmental Analyst  
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CDCR

Cher Daniels ..... Chief, Environmental Planning Unit  
Robert Caputi ..... Project Director

CA Department of Justice, Attorney General’s Office

Virginia Cahill ..... Deputy Attorney General

Kitchell

Geoff Marmas..... Project Manager

## **ATTACHMENT**

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Letter from the Office of Historic Preservation



## Memorandum

Date : February 21, 2007

To : Cher Daniels, Chief  
Environmental Planning Unit  
Office of Facilities Management  
Department of Corrections and Rehabilitation

From : Office of Historic Preservation

Subject: New Garage, CIC Warehouse and Central Maintenance Buildings, San Quentin  
State Prison

Thank you for requesting my comments, pursuant to Public Resources Code Section 5024 and 5024.5, on the above cited project. My staff has reviewed the documentation you provided and I would like to offer the following comments.

The proposed project would affect two buildings that are over fifty years old, buildings 53 and 54. In a previous consultation, I concurred with your determination that Building 54 was not an historical resource. You have concluded that Building 53 is not architecturally or historically significant. This metal institutional garage was constructed in 1952. I concur with your determination that Building 53 does not meet the California Register of Historical Resource criteria and should not be added to the Master List of State-owned Historical Resources. Buildings 53 and 54 are the only structures over 50 years old directly affected by the proposed project. Removal of these two structures would not represent a significant affect to historical resources.

If my staff can be of any further assistance, please contact Dwight Dutschke at 916-653-9134.

Sincerely,

*Susan K Shattor for*

Milford Wayne Donaldson, F.A.I.A.  
State Historic Preservation Officer